ಬಾಗದಲ್ಲಿ ಕೊಡುತ್ತಾ ಇದ್ದೇವೆ. ಯಾವ ಯಾವ ಕೋರ್ಟಿನಲ್ಲಿ ಆ ಪ್ರಕಾರ ಇಲ್ಲ ಅಲ್ಲಿ ಮಾಡುತ್ತೇವೆ. ಡಿಸ್ಟ್ರಿಕ್ಟ್ ಕೋರ್ಟಿನವರಿಗೆ ರೂಮು ಇದ್ದರೆ ಅಲ್ಲಿ ಆಫೀಸುಗಳಲ್ಲಿ ಕ್ಲಾರ್ಕ್ ಕೊಟ್ಟಿದ್ದೇವೆ. ಎಲ್ಲೆ ಇಲ್ಲ ಹೊಸದಾಗಿ ಕೆಲವೊಂದು ಡಿಸ್ಟ್ರಿಕ್ಟ್ ಕೋರ್ಟ್ ಆಗುವುದಾಗಲಿ, ಕೆಲವು ಜಿಲ್ಲೆಗಳಲ್ಲಿ ಹಳೆ ಮ್ಯೂನ್ಸಿಪಲ್ಟಿಗಳ ಅವುಗಳ ಬಗ್ಗೆ ಕೊಡುವುದಕ್ಕೆ ಪರಿಶೀಲನೆ ಮಾಡುತ್ತಾ ಇದ್ದೇವೆ. ಆ ಬಗ್ಗೆ ಕ್ರಮ ತೆಗೆದುಕೊಳ್ಳುತ್ತೇವೆ.

ಶ್ರೀ ಟಿ. ಎಂ. ಮಂಜುನಾಥ್.—ಪಬ್ಲಿಕ್ ಪ್ರಾಸಿಕ್ಯೂಟರ್ಸ್ ಏನು ನೇಮಕ ಮಾಡಿಕೊಳ್ಳುತ್ತಿದ್ದೀರಿ ಅದಕ್ಕೆ ನಿಯಮ ಇದೆಯೇ ? ಯಾವ ಮುಖಾಂತರ ನೇಮಕ ಮಾಡಿಕೊಳ್ಳುತ್ತಿದ್ದೀರಿ ?

ಶ್ರೀ ಡಿ. ಕೆ. ನಾಯಕರ್.—ಪಬ್ಲಿಕ್ ಪ್ರಾಸಿಕ್ಯೂಟರ್ಸ್ ನೇಮಕದ ಬಗ್ಗೆ ಕೆಲವೊಂದು ನಿಯಮಗಳು ನಿಯಮಾವಳಿಯಲ್ಲಿ ಇದೆ. ಇಂತಿಷ್ಟು ಪ್ರಾಕ್ಟೀಸ್ ಆಗಿರಬೇಕು, ಕೇವಲ ಪ್ರಾಕ್ಟೀಸ್ ಅಷ್ಟೇ ಅಲ್ಲ ಉತ್ತಮ ರೀತಿಯಲ್ಲಿ ಕೆಲವೊಂದು ಕೇಸುಗಳನ್ನು ನಡೆಸಿರಬೇಕು ಎನ್ನುವ ತಳಹದಿಯ ಮೇಲೆ ಮತ್ತು ಡಿಪ್ಯುಟಿಕಮಿಷನರ್ ಶಿಫಾರಸ್ಸು ಮೇರೆ ಯಾರು ಶಿಫಾರಸ್ಸು ಆಗಿರುತ್ತಾರೆ ಅಂತಹ ವರನ್ನು ನೇಮಕಮಾಡುವುದು. ಮುಕ್ತ ಆ ನಿಯಮವನ್ನು ಸರ್ಕಾರ ಪಾಲಿಸಿದೆ.

1-30 P. M.

ಶ್ರೀ ಎಸ್. ಎಂ. ಶೀರನಾಳಿ ಚಂದ್ರಶೇಖರ್.—ಒಬ್ಬ ವಕೀಲ ಹೇಗೆ ಕೇಸ್ ನಡೆಸುತ್ತಾನೆ, ಎನ್ನುವುದನ್ನು ಡೆಪ್ಯೂಟಿ ಕಮಿಷನರ್ ಅವರು ಯಾವ ರೀತಿ ತೀರ್ಮಾನ ಮಾಡುತ್ತಾರೆ ? ಅವರ ರೆಕಮೆಂಡೇಷನ್ ಇದ್ದು ಅಪಾಯಿಂಟ್‌ಮೆಂಟ್ಸ್ ಮಾಡಿದ್ದಾರೆಯೇ ? ಅಥವಾ ಅವರ ರೆಕಮೆಂಡೇಷನ್ಸ್ ಹೊಂದಿದ್ದು, ಸರ್ಕಾರದಿಂದ ಇನ್ನೊಂದು ಅಪಾಯಿಂಟ್‌ಮೆಂಟ್ ಆಗಿದೆಯೇ ?

ಅಧ್ಯಕ್ಷರು.—ಅಪಾಯಿಂಟ್‌ಮೆಂಟ್ ಪ್ರಶ್ನೆ ಇಲ್ಲಿ ಬರುವುದಿಲ್ಲ.

ಶ್ರೀ ಎಚ್. ಎಸ್. ಸಿದ್ದಪ್ಪ.—ಪಬ್ಲಿಕ್ ಪ್ರಾಸಿಕ್ಯೂಟರ್ಸ್ ಅನ್ನು ಏನು ಅಪಾಯಿಂಟ್‌ಮಾಡಿದ್ದೀರಿ, ಅವರಲ್ಲಿ ನಿಮ್ಮ ವರ್ಗದವರಿಗೆ 18 ಪರ್ಸೆಂಟ್ ರಿಸರ್ವ್ ಮಾಡುತ್ತೀರಾ ?

ಶ್ರೀ ಡಿ. ಕೆ. ನಾಯ್ಕರ್.—ಅದರಲ್ಲಿ ರಿಸರ್ವೇಷನ್ ಇಲ್ಲ. ಅಪಾಯಿಂಟ್‌ಮೆಂಟ್ ಶಿಫಾರಸ್ಸಿನ ಮೇಲೆ ಇರುವುದರಿಂದ, ರಿಸರ್ವೇಷನ್ ಇದರಲ್ಲಿ ಇಟ್ಟಿಲ್ಲ

REPAIRS OF M.S.R.T.C. BUSES AT GULBARGA

76. Sri PRABHAKAR TELKAR (Kalgi).—

Will the Minister for Labour be pleased ot state :—

(*a*) whether it has come to the notice of Government that buses put on the roads in Gulbarga district are not road-worthy and that they are in need of immediate repairs ;

(*b*) if so, the steps taken to replace these buses ?

Sri AZEEZ SAIT (Minister for Labour).—

(*a*) No.

(*b*) Does not arise in view of reply to clause (*a*) above.

Sri PRABHAKAR TELKAR.—In reply to (a) you have stated 'no'. But we find in the Gulbarga District on all roads the buses are either not working or they are just stopped on the road and they are not road worthy. What action the Government is taking ? May I except the Hon. Minister to explain how you say 'no' when we say the buses are not working properly ?

Sri AZEEZ SAIT.—The Hon. Member must remember that this is a question put as far back as 31st July 1972. On that day the position was very very different. When the information was furnished, the position had improved and only 37 vehicles were off the road. What you had in your mind at that time I completely agree. But the position has now improved. When the question was asked on 31st July 1972, the number of vehicles off the road were 57, apart from the vehicles withdrawn for docking and other preventive maintenance programmes. When the information was furnished, the position had improved and only 37 vehicles were off the road. But the position as on to-day is that there are 22 spare buses over and above the actual number of buses required for daily operation. Now, there should be no difficulty in operating the buses on time and without cancellation of services. During the year 1971-72 as many as 22 new buses were supplied to Gulbarga Division and during the current year (1972-73), 8 new vehicles have been supplied and a few more will be supplied after the body construction is over on the new chassis. Therefore the dark picture as existed as on 31st July 1972 has changed now.

Sri PRABHAKAR TELKAR.—Still we see many old buses. Will the Minister be pleased state how many old buses are plying in this Gulbarga District ?

Sri AZEEZ SAIT.—You see the position at Gulbarga has changed. I do not know whether the Hon. Member is in doubt after seeing the Divisional Workshop where a number of buses are standing which have been declared scrapped. All over the State I have got 3,000 and add fleet of buses. Out of them a considerable number of buses are old and they have been reconditioned for the 10th time. Now we have been speedily changing them all into new buses. As far as th Gulbarga Division is concerned with all information at my command I say that the position of Gulbarga Division has improved and I tell you 22 plus 8 : 30 buses have been sent to Gulbarga Division. The Hon. Member will appreciate my difficulty also. I cannot supply the entire new buses for one Division. I have to keep them on moving and shifting and replacing old ones. I have to spread over new buses to all over the State. Gulbaraga cannot be exceptional and it is impossible for me to act as they wish.

Sri PRABHAKAR TELKAR.—Is the Government aware that not only most of the buses are still not roadworthy but there is inadequacy of buses ?

Sri AZEEZ SAIT.—I am not prepared to concede that the buses are not roadworthy. I would concede to certain extent the inadequacy of buses. As far as Gulbarga Division is concerned I have told you I have buses and I can spare some new buses to that Division. Therefore the question of inadequacy does not arise at all in the Gulbaraga Division. For the information of the Hon. Member I am

in a position to inaugurate a bus from Gulbarga to Hyderabad. Therefore I am in a position to cater the need of the Gulbarga Division.

Sri BAPU GOWDA RAYAPPA.—Will the Government make arrangements to avoid breakage and immediate repairs and will it be possible for the Government to upgrade the Gulbarga Workshop to the level of Bangalore Workshop ?

Sri AZEEZ SAIT.—There is difference between the Divisional Workshop and Regional Workshop, the Hon. Member should know. There are two regional workshops at Hubli and Bangalore. The Divisional Workshops require to be equipped with all machinery and equipments. I am now thinking of modernising these Divisional Workshops which could sufficiently cater the needs of the respective Divisions.

Sri D. B. KALMANKAR.—In view of inadequacy of number of buses the inter-state routes which have been sanctioned have been helped up and affected. What action would you like to take to implement the decision that has been taken as far as the inter-state routes are concerned ?

Sri AZEEZ SAIT.—As far as the Inter-state routes are concerned, I may tell the Hon. Member that the M.S.R.T.C. has put 105 Inter state buses on the road. We are now inaugurating another 3 to 4 routes—Karwar to Bombay ; and we have recently inaugurated Bijapur to Poona and Jamkandi to Poona routes. Therefore the M.S.R.T.C. proves that it is capable of putting the required number of buses on the road as and when the chassis are available.

ಶ್ರೀ ಬಿ. ನತ್ಸನಾರಾಯಣ ಸಿಂಗ್.—ಗುಲ್ಬರ್ಗ ಡಿವಿಷನ್‌ನಲ್ಲಿ ಹಳೆಯ ಬಸ್ಸುಗಳು ನಿರ್ದಿಷ್ಟ ಪ್ರಮಾಣದಲ್ಲಿ ಇರಬೇಕಾದು. ಮುಂದೆ ಅವುಗಳನ್ನು ರಿಪೇರ್ ಮಾಡುವಾಗ ತೊಂದರೆಯಾಗ ಹಾದು ಆದಕ್ಕೆ ಒಂದು ಯೋಗ್ಯ ತತ್ವವನ್ನು ಏನಾದರೂ ಅನುಸರಿಸುತ್ತೀರಾ ?

Sri AZEEZ SAIT.—There is no necessity of maintaining the proportion of 50 ; 50 new and old buses. The old buses with good engine, chassis and tyres which are serviced also as goods as new buses.

ಶ್ರೀ ಎಚ್. ಎಸ್. ಸಿದ್ದಪ್ಪ.—ತಾವು ಜಿಲ್ಲಾ ಹೆಡ್‌ಕ್ವಾರ್ಟರ್ಸ್‌ನಿಂದ ತಾಲ್ಲೂಕು ಹೆಡ್ ಕ್ವಾರ್ಟರ್ಸ್‌ಗೆ ರಾತ್ರಿ ಡಿಸ್ಪೆನ್ಸ್ ನಾನ್‌ಸ್ಟಾಪ್ ಬಸ್ಸುಗಳನ್ನು ಹಾಕಿದ್ದೀರಿ, ಈ ನಾನ್‌ಸ್ಟಾಪ್ ಬಸ್ಸುಗಳವರು ಆರ್ಡಿನರಿ ಬಸ್ಸುಗಳಿಗಿಂತ ಎರಡರಷ್ಟು ಚಾರ್ಜು ತೆಗೆದುಕೊಳ್ಳುತ್ತಾರೆ, ಇದನ್ನು ನಿರಿಪಡಿಸುತ್ತೀರಾ ?

ಅಧ್ಯಕ್ಷರು.—ಅದು ಇಲ್ಲಿ ಹೇಗೆ ಬರುತ್ತದೆ.?

ಶ್ರೀ ಶರಣಪ್ಪ.—ಗುಲ್ಬರ್ಗ ಡಿವಿಷನ್‌ನಲ್ಲಿ ಓಡತಕ್ಕ ಬಸ್ಸುಗಳ ಸಂಖ್ಯೆ ಎಷ್ಟು? ಕೆಟ್ಟು ಹೋಗಿ ವರ್ಕ್‌ಷಾಪ್‌ನಲ್ಲಿ ನಿಂತು ಹೋಗಿರತಕ್ಕ ಬಸ್ಸುಗಳ ಸಂಖ್ಯೆ ಎಷ್ಟು?

Sri AZEEZ SAIT.—There is a fleet of 271 vehicles for operation.—224 scheduled. Out of these 271 vehicles 234 were on the road on 31st July 1972. In addition to that there are 22 spare buses.

Sri PRABHAKAR TELKAR.—I want to know whether the Government is taking any action in regard to those buses which are not in working order ?

Sri AZEEZ SAIT.—There are two things—buses under repairs and buses which are fit to be scrapped. The latter category is waiting to be scrapped and auctioned. If that huge junk is removed from the M.S.R.T.C., then you will never find one single bus lying idle in the Divisional Workshop or other places. I have asked the Corporation to examine whether the old chassis can be used after putting in a new engine and a new body, because we have to pay huge amount for chassis. This is under examination. The buses fit to be scrapped will be scrapped.

CEILING ON URBAN PROPERTY

201. Sri D. B. KALMANKAR (Afzalpur).—

Will the Chief Minister be pleased to state:—

(*a*) when they intended to introduce the Bill on Urban Property Ceiling in the Legislative Assembly during the current Session;

(*b*) the salient features of the Bill?

Sri H. M. CHANNABASAPPA (Minister for Public Works and Electricity) [On behalf of Sri D. DEVARAJ URS (Chief Minister)].—

(*a*) and (*b*) Imposition of ceiling on urban property is a common problem for all States. So, for securing uniformity in legislation, Government has decided to move a resolution in the State Legislature under Article 252(1) of the Constitution that the imposition of ceiling on urban immoveable property and acquisition of such property in excess of the ceiling limit and all other matters connected therewith or incidental thereto shall be regulated in this State by Parliament by law.

Sri D. B. KALMANKAR.—Instead of passing a resolution under Article 252(1) of the Constitution and requesting the Parliament to pass a Law, can we ourselves not pass it in this Assembly, because, admittedly it is a State subject and we propose radical land reforms when compared to other States? Should we not think in terms of our own Bill being introduced here so that it can be in conformity and according to the constitution of our State as we have to make more radical reforms? Why should we evade our responsibility?

Sri H. M. CHANNABASAPPA.—Under Article 252(1), there is a provision that where the State intends that a Bill may be passed by Parliament it might move a resolution in the Assembly and send it on to them. Based on that, it is intended to-day, that our Revenue Minister will be moving a resolution as contemplated under Article 252(1).